



Seattle Transit Master Plan

City Council Transportation Committee

June 28, 2011



**Seattle
Department of
Transportation**

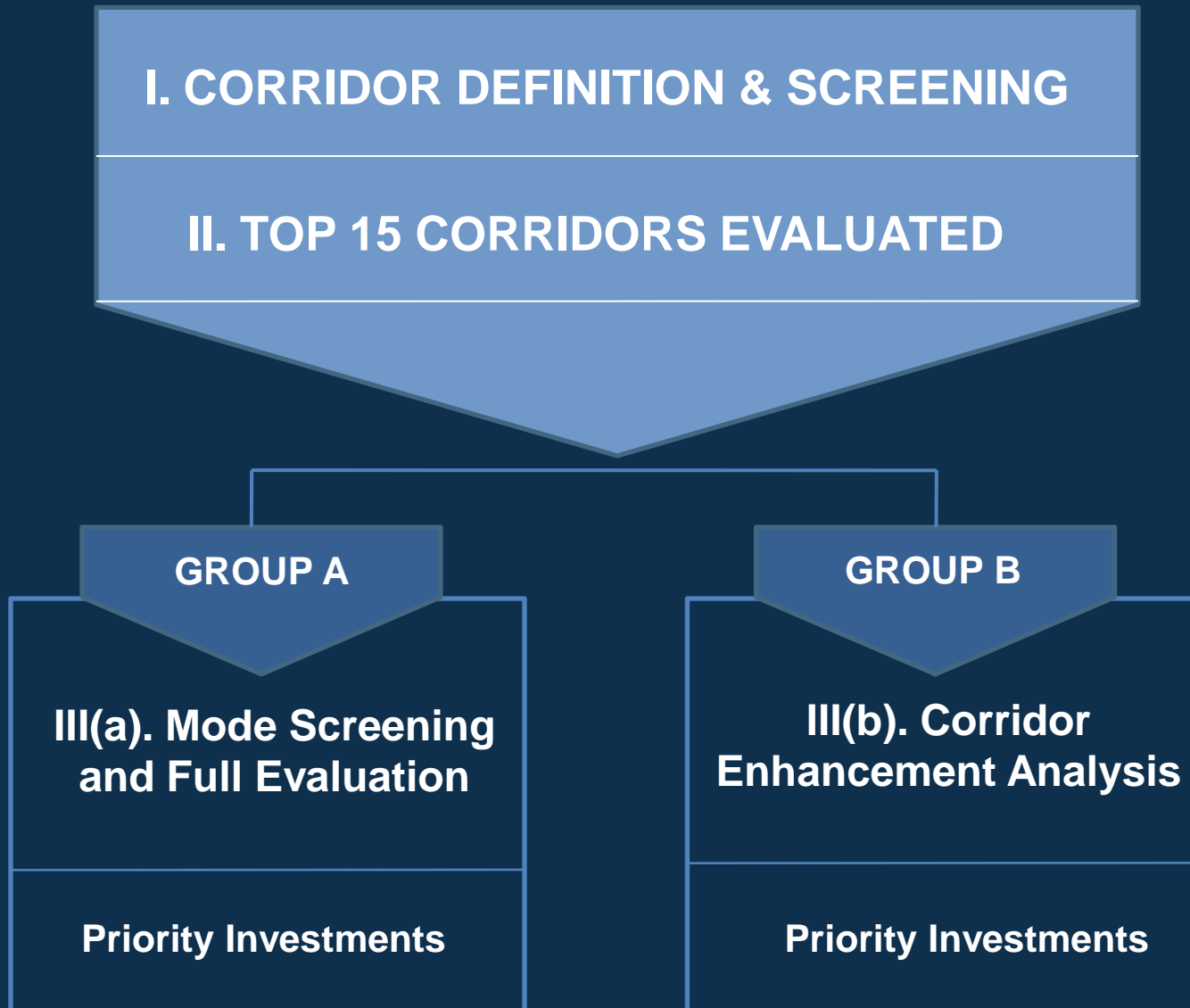


Presentation Outline

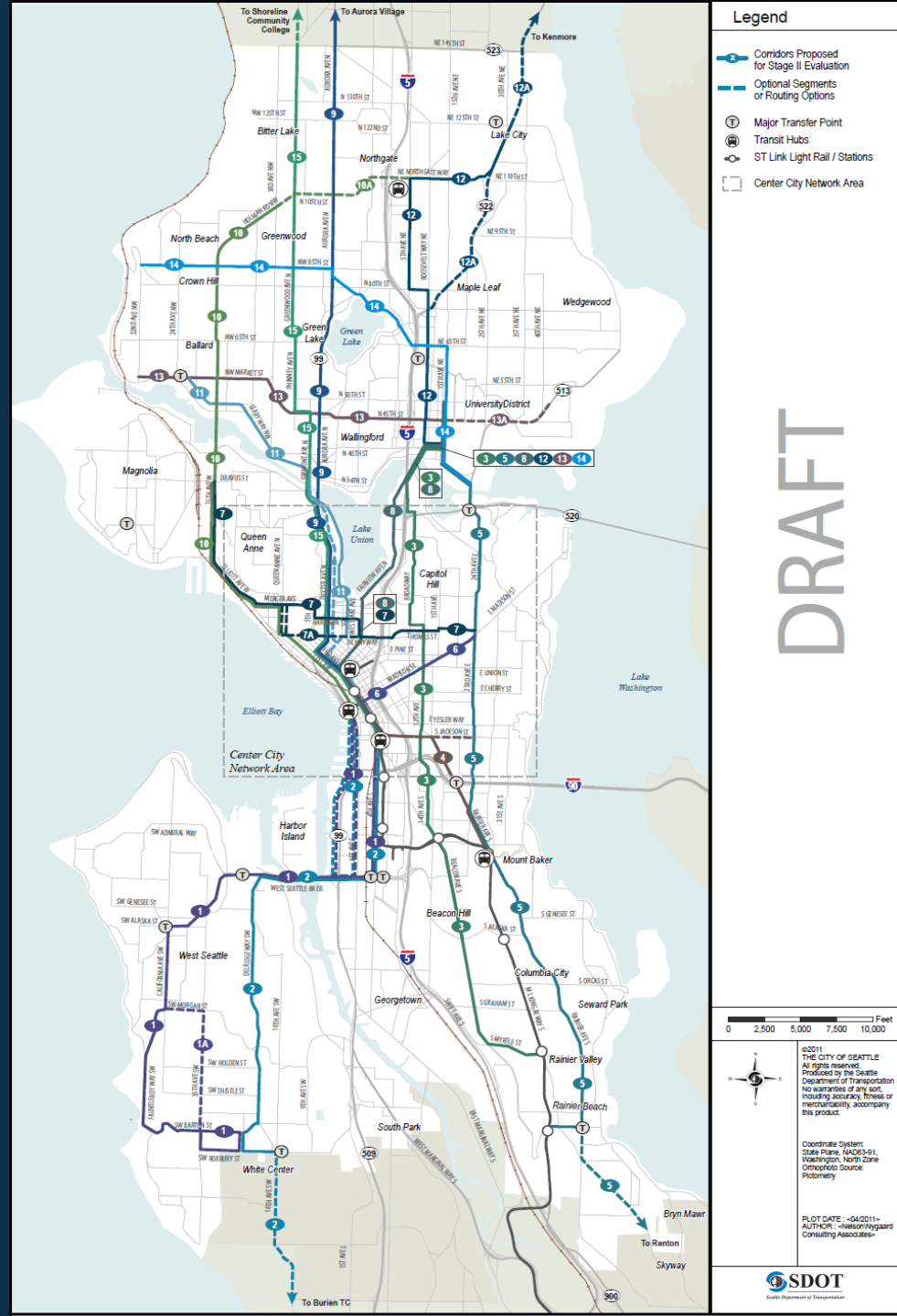
- Summary of corridor evaluation process
- Stage II evaluation criteria and advisory group input
- Stage II evaluation results
- Next steps



Corridor Evaluation Stages

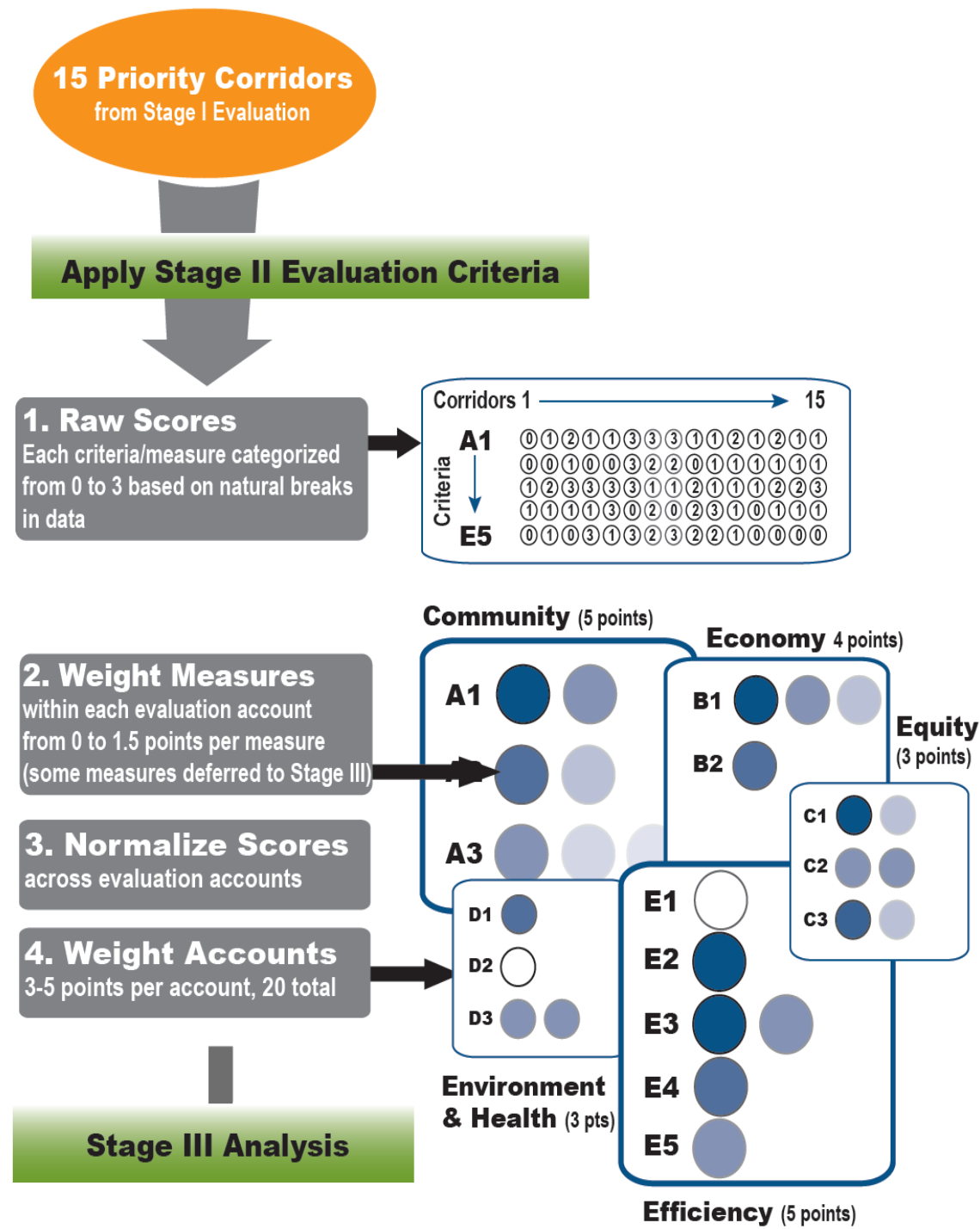


Stage I Corridors Advanced to Stage II



Stage II: Steps to Evaluate 15 Corridors

- Assessed 24 criteria under 5 evaluation “accounts”
- Consulted public and technical advisory committees to determine relative importance of each evaluation criterion



Evaluation Accounts and Criteria

COMMUNITY

- Current land use
- Future (2030) land use
- Support of Urban Village Strategy
- Non-motorized access
- Active transportation

EQUITY

- Benefits to people with low incomes, with disabilities, youth, seniors over 65, and minority populations
- Housing and transportation affordability
- Access to service sector and living wage jobs

EFFICIENCY

- Ridership
- Productivity
- Regional connectivity strength
- Operating cost
- Cost effectiveness

ECONOMY

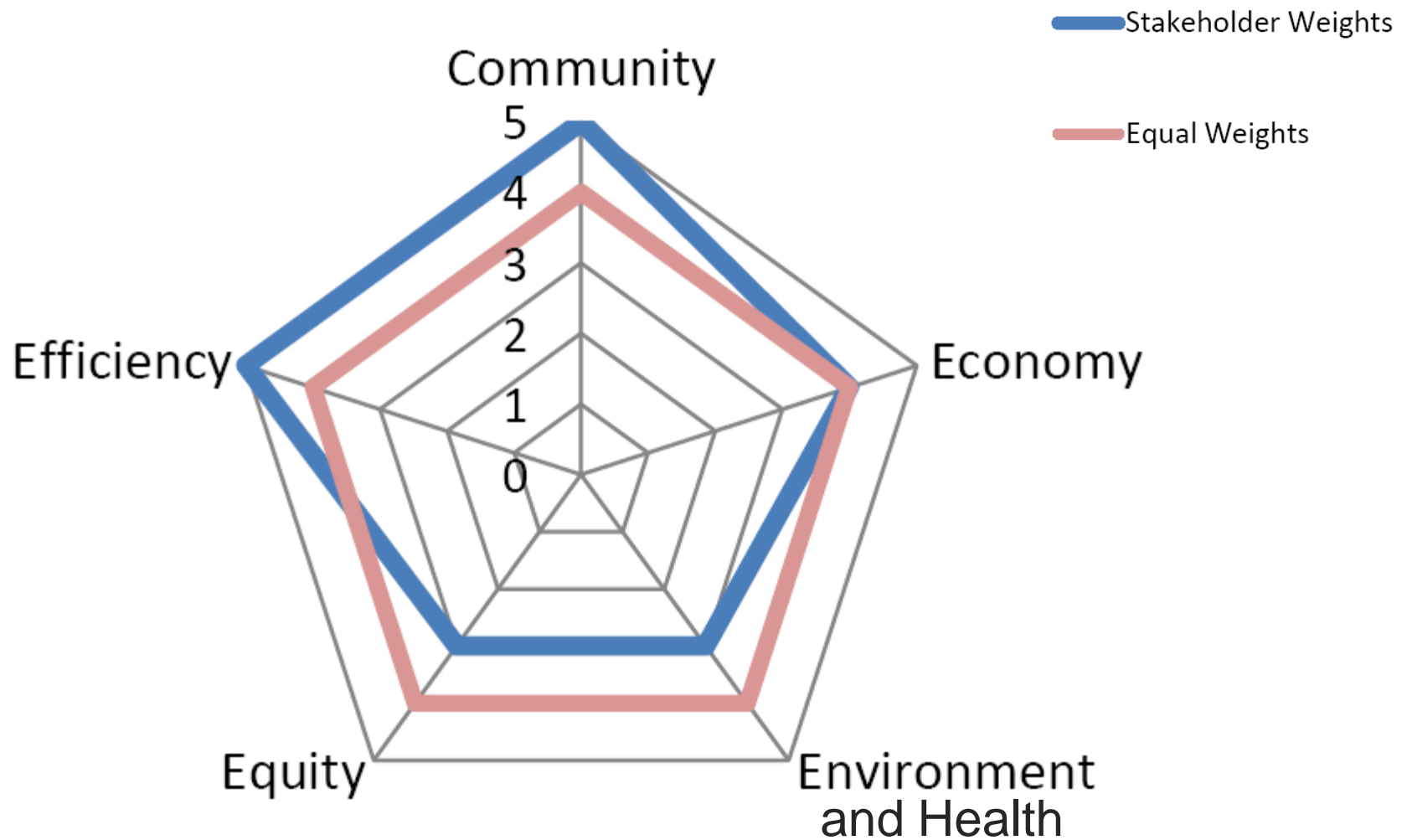
- Access to employment
- Transit-supportive zoning

ENVIRONMENT & HEALTH

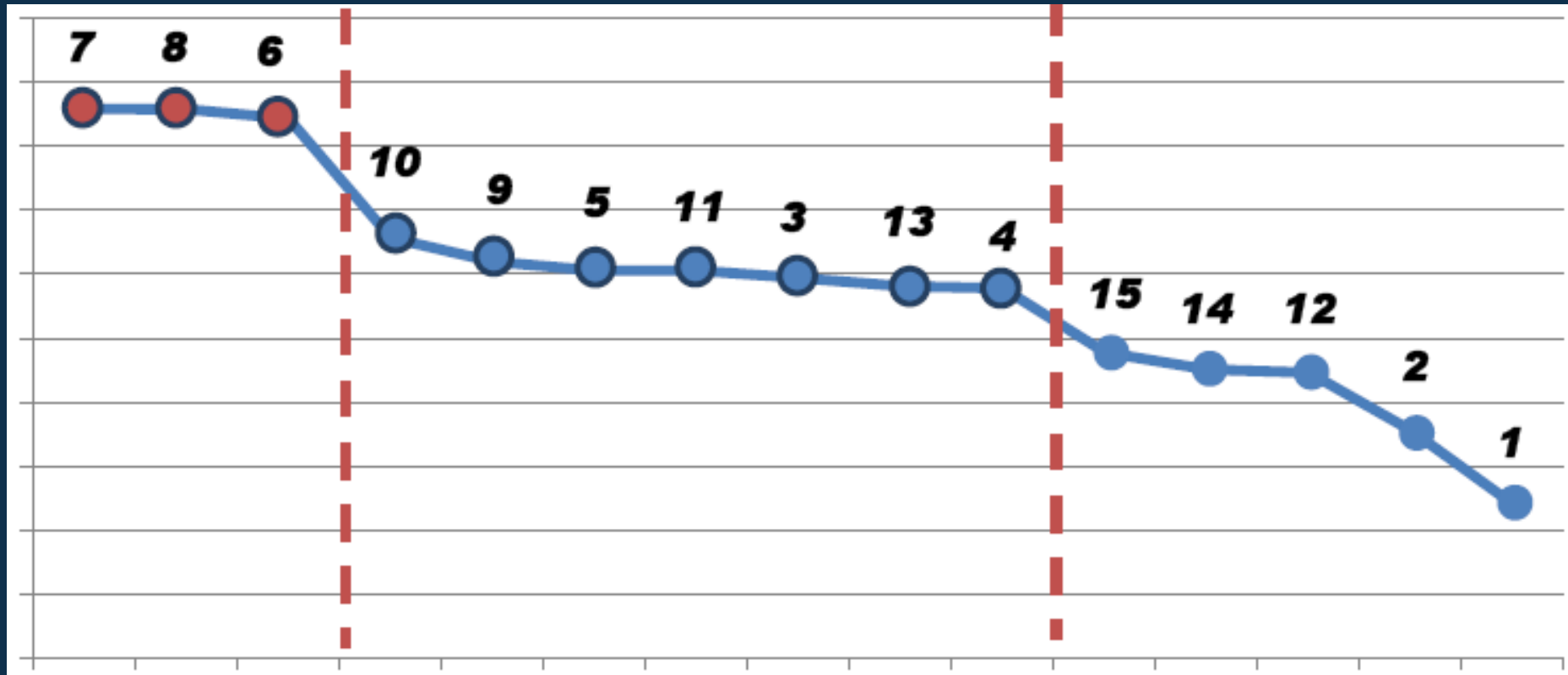
- GHG reduction potential
- Human health benefits



Stakeholder Weighting of Accounts

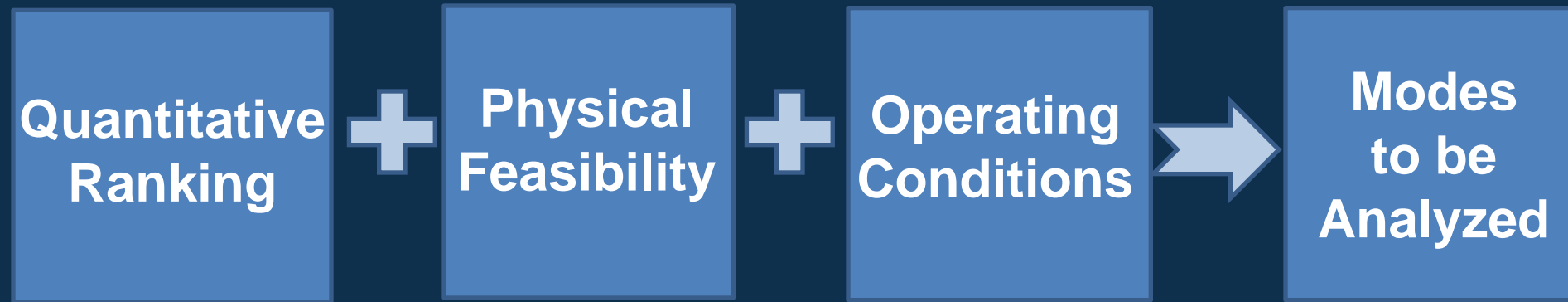


Stage II Quantitative Ranking











Stage II Qualitative Considerations

- In addition to quantitative ranking, other corridor conditions influence recommendations



Recommendations for Modal Evaluation

Rail/Rapid Streetcar	Bus Rapid Transit	Rapid Bus	Frequent Bus
			
			
			
			
			

Rapid Streetcar vs. Traditional Streetcar



US-Style Streetcar

~ 120 passengers, sharing with cars



Source: Alan Jones

European-Style Street Tram

~ 200 passengers and priority over cars

Spectrum of Bus Investments

Bus Rapid Transit



Exclusive running way
Full stations
High intersection priority
Unique vehicles
Branding

Rapid Bus



Frequent Bus



Mixed traffic operations
Standard stops
Priority at congested intersections
Standard vehicles

Corridors for HCT Modal Evaluation

- **8:** Roosevelt – U-District – SLU – Downtown
- **11:** Ballard – Fremont – SLU – Downtown
- **6:** Madison – Capitol/First Hill – Downtown – Colman Dock
- **CC1:** Lower QA – Belltown – Pioneer Square



Corridors for Bus Enhancement Evaluation

- Qualitative considerations factor heavily into decisions for Corridors 5, 7, 9, and 10



TMP Priority Investment Corridors

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AUTHOR: «Nelson\Nygaard Consulting Associates»
Not to Scale



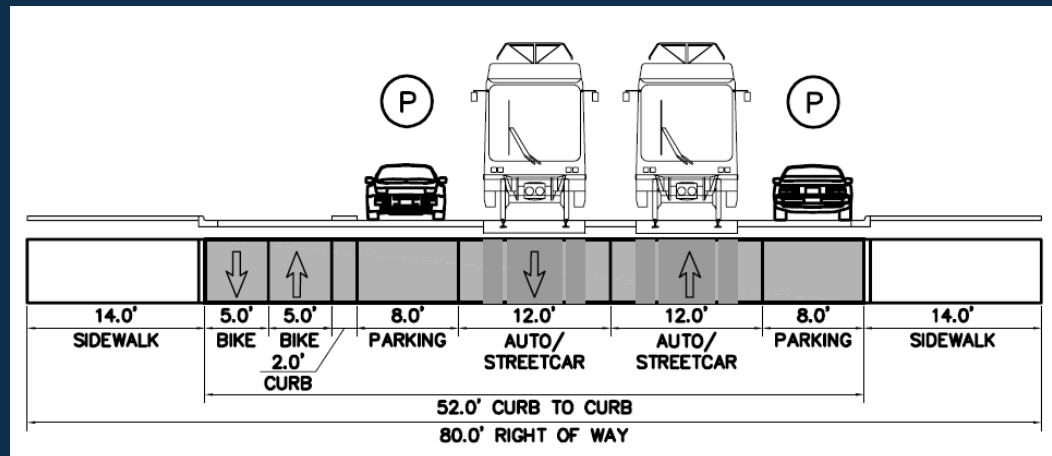
Center City Corridors

- 1st Avenue
- 4th and 5th Avenues
- 3rd Avenue Transit Spine
- Madison
- Denny



Upcoming Council Discussions

- **July:** Stage III modal recommendations and corridor enhancement opportunities
- **August:** System design and programmatic recommendations
- **September:** Draft TMP complete



Questions?

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Website:
[http://www.seattle.gov/
transportation/transitmasterplan](http://www.seattle.gov/transportation/transitmasterplan)

